

# Bridgeport Evening Farmer

VOL. 52—NO. 234

BRIDGEPORT, CONN., TUESDAY, OCTOBER 3, 1916

PRICE TWO CENTS

## BERKSHIRE COMMUTERS' TRAIN WRECKED AFTER KILLING MAN AND TEAM AT HALL ST. CROSSING

### MACKENSEN EVACUATES TWO FORTS

Field Marshal Orders Abandonment of Silistria and Turtukai, on the Danube, Recently Taken by Teutonic Allies.

Germans Take Offensive Along Dvinsk and Engage Russians—British Naval Aeroplanes Attack German Aero Sheds.

London, Oct. 3.—Field Marshal von Mackensen, who commands the forces of the Central Allies operating against the Rumanians and Russians in the province of Dobruja, has ordered the evacuation of the Danube fortresses of Silistria and Turtukai recently captured by the Teuton, Bulgarian and Turkish forces, says a despatch from Rome to the Wireless Press.

The reason given for the withdrawal of von Mackensen's forces is that the German commander is in danger of being enveloped by the Russian and Rumanian troops which have crossed the Danube between Rostchuk and Turtukai.

### Germans On Dvinsk Resume Offensive

Petrograd, Oct. 3.—German forces have taken the offensive south of Dvinsk, attacking the Russian lines near Novo Alexandrovsk, the war office said today. They were met by an intense defensive fire from the Russian guns, however, and forced back to their positions, the official statement declares.

In the region west of Lutsk, near Zaturza, the Russians have scored advances in stubborn fighting. In the Zlota Lipa district and along other sectors of the front in Galicia, fighting of a desperate nature is continuing, neither side scoring any marked advantage. In one sector the Russians took more than 1,000 prisoners yesterday and the total taken in the region of the Cernivka in the fighting since Friday last is reported at more than 5,000 men, including eight German officers and 600 German men.

### British Aeroplanes Raid German Hangars

London, Oct. 3.—British naval aeroplanes yesterday made another attack on the German airship sheds in the vicinity of Brussels, according to a British official statement issued this afternoon. One of the British aeroplanes was lost.

### Violent Fighting On Somme Front

been in progress on the Somme front north of Rancourt, the war office announced today. The French curtain of fire and machine guns, however, were effective in checking German attempts to drive from the St. Pierre Vaast Wood in this region.

The Serbians fighting in the Kalmakalan region on the Macedonian front, have made further progress, according to today's war office announcement, taking first line trenches from the Bulgarians and capturing another battery.

### Rumanian Invaders Attacked By Bulgars

Sofia, Oct. 3.—The number of Rumanians who have invaded Bulgaria is placed at several battalions. The Bulgarian war office statement announcing the passage of the Danube by the invaders, says:

"On the Danube near Llanoo, between Rostchuk and Turtukai, the enemy conveyed to our banks in boats several battalions. Measures have been taken to attack this force."

### MOTORS ON 96TH BIRTHDAY

New Britain, Oct. 3.—David N. Camp, former Mayor and at one time principal of the State Normal School located here, observed his 96th birthday today by taking an automobile ride. Mr. Camp is one of the city's most prominent men and is interested in banking and manufacturing. His health is not rugged.

### THE WEATHER

Partly cloudy tonight and Wednesday.

### DAIRY WAR CUTS NEW YORK MILK SUPPLY IN HALF

Hospitals Are Cared for First As General Famine Threatens City

### FARMERS BEATEN AT CROSS ROADS

Attempts to Supply Market Are Marked By Acts of Violence

New York, Oct. 3.—Greatly decreased receipts of milk today brought New York to a realization of the seriousness of a pure milk famine. Nor was there any indication of a break in the dispute between the distributors and farmers over prices. Big milk companies admitted that approximately one-half of their usual supply was received today.

Hospitals and children have been looked after by the distributors and so far no complaint of serious shortage has come from any of the large public institutions.

Reports from all parts of New York tell of thousands of gallons of milk spilled in combats between the dairymen and the employees of the distributors, the picketing of crossroads in dairy districts, farmers held up and beaten, and the establishment of cheese manufactories to dispose of the surplus resulting from the withholdings of New York city's supply. Twenty deputies have been sworn in Dutchess county to prevent raids of farmers on their neighbors to compel them to hold back their product.

This followed an attack of one man who was severely beaten while the deputy sheriff who accompanied him was held prisoner and tied to a tree. Masked farmers are reported to be patrolling the roads in Herkimer, Lewis, Madison, Otsego, Oneida, Tompkins and other counties up-state, seizing milk and dumping it. In some places the farmers are contributing funds to build co-operative creameries.

John J. Dillon, the state commissioner of food and markets, who represents the League of Farmers, estimates that not more than 25 per cent. of the normal amount of milk was shipped into New York city for use today.

City distributors claimed they had received 60 per cent. of the 2,500,000 gallons required daily. Thus far the shortage has not affected the city hospitals.

### JAPAN'S PREMIER TO RETIRE SOON, IS TOKIO REPORT

Will Recommend That Viscount Kato Be His Successor

Tokio, Oct. 3.—The Nichi-Nichi Shimbun in an extra edition announces that the cabinet of Premier Count Okuma has decided to resign.

The Premier is said to have stated that he would recommend to the Emperor the appointment of Viscount Takasaki Kato as his successor.

### MRS. HURD BEATEN

Belmont, Mass., Oct. 3.—Mrs. J. W. Hurd, of Pittsburgh, who as Miss Dorothy Campbell was the holder of American, British and Canadian golf champion, was eliminated from the woman's national championship on the links of the Belmont Spring Country Club in the first round of match play today by Mrs. Thomas Huchknall, of Forest Hills. The score was 2 up.

### BASEBALL TODAY

At Philadelphia, First Game— R. H. E.

Boston ..... 0 0 0 0 0 5 1 0 6 11 2

Philadelphia ... 0 0 0 1 1 0 0 1 0 3 8 4

Rudolph and Gowdy; Rixey and Killifer.

### "L" PASSENGER HIT BY BULLET IN STRIKE RIOT

Cars Attacked As Police Announce Withdrawal of Train Guards

New York, Oct. 3.—Shortly after an announcement that police guards were to be removed today from the elevated lines as well as the subway, three trains were attacked. A bullet fired at a Third Avenue elevated train clipped a piece from the right ear of a passenger, Medville Wright, and fell to the floor after penetrating a motorist's booth.

The bullet is believed to have come from a window, as policemen on nearby roofs saw no one. The train was bound for South Ferry, and the shot came from the west side of the avenue. It broke a window and grazed Wright's ear.

Many of the passengers started to the platforms and policemen on strike duty had a difficult time quieting them. All the houses in the neighborhood were searched, without result. Wright refused medical attention and proceeded downtown.

Satisfied that there is little danger of further violence in the subway as a result of the street railway strike, the police department today withdrew all policemen from strike duty on the underground trains. Policemen, however, will be kept on station platforms for a few days longer.

Similar action, it is reported, will be taken with regard to the elevated trains as soon as the police have routed the small bands of strikers and sympathizers who have bombarded the trains from roof tops in the early mornings.

Only one policeman instead of two hereafter will be assigned to each surface car.

### TROY TROLLEYMEN OUT

Albany, N. Y., Oct. 3.—The strike of the employees of the United Traction Co., which yesterday completely tied up the local street car service, appeared unchanged early today. No effort has been made by the company to operate cars. Labor leaders appeared encouraged because of the action this morning of the Troy trolley men in joining the Albany union in striking.

### BRAITHWAITE'S NEMESIS STILL HOT AFTER HIM

Former City Clerk Wants to Be Justice—Cole Will Oppose Him

Republican leaders in this city are rushing about today in the effort to avoid an impending storm, which seems scheduled for the representative convention.

Frank Braithwaite, former assistant city clerk, is looking for a job as justice of the peace. He has lined up a few of his friends, who have pledged themselves to support through thick and thin the bonny bard of Bridgeport.

Oliver C. Cole, alderman, has had a peep up Braithwaite's sleeve and what he has seen there has determined him to get busy. The premier poet won't have a chance to tie any nuptial knots if he has his way.

### Seven Were Killed In Last Wreck Upon Berkshire Division

The last big wreck on the Berkshire division occurred about one mile above the present scene of accident. Sunday, Aug. 15, 1865, 51 years ago. The scene was the curve just north of Eckart's brewery at North avenue. Seven were killed and 30 injured as an engine ran into the rear of a passenger train backing down towards Bridgeport.

The Western Power Co. of Canada, Ltd., was incorporated with a capital stock of \$10,000,000.

### RUDOLPH GOES AGAINST RIXEY IN FIRST GAME

Record Crowd Sees Double Bill Between Braves and Phillies

National League Park, Philadelphia, Oct. 3.—Philadelphia and Boston staged another doubleheader this afternoon in the last series of the season here. A crowd that again taxed the capacity of the park was present and cheered the home team which is one game behind Brooklyn in the fight for the National League pennant.

The batting order, first game: Philadelphia. Snodgrass, cf. Paskert, cf. Maranville, ss. Byrne, 2b. Fitzpatrick, rf. Stock, ss. Konetchy, 1b. Whitted, lf. Smith, 3b. Cravath, rf. Magee, 1c. Luderus, 1b. Egan, 2b. Niehoff, 2b. Gowdy, c. Killifer, c. Rudolph, p.

Umpires—O'Day and Emslie. First inning, first half—Boston nothing. Stock threw out Snodgrass. Maranville doubled to center and took third on Fitzpatrick's single to the same field. Konetchy hit into a double play, Stock to Niehoff to Luderus.

Second half—Philadelphia nothing. Paskert flied to Snodgrass. Byrne struck out. Smith threw out Stock. Second inning, first half—Boston nothing. Smith walked. Magee flied to Byrne. Egan fanned. Gowdy forced Smith. Byrne to Niehoff.

Second half—Philadelphia nothing. Whitted flied to Fitzpatrick. Cravath, fouled out to Gowdy. Luderus singled to center. Niehoff flied out to Magee.

Third inning, first half—Boston nothing. Rudolph grounded out. Luderus to Rixey. Snodgrass was hit by a pitched ball. Maranville hit into a double play. Stock to Niehoff to Luderus.

Second half—Philadelphia nothing. Killifer fanned. Maranville threw out Rixey. Paskert walked. Byrne forced Paskert. Maranville to Egan.

Fourth inning, first half—Boston nothing. Fitzpatrick flied to Paskert. Byrne threw out Konetchy. Smith walked. Magee forced Smith. Byrne to Niehoff.

Second half—Philadelphia nothing. Maranville threw out Stock. Whitted singled to left and went to third on Cravath's single to left. Whitted scored on Luderus' sacrifice fly to Magee. Cravath took second on the throw in. Niehoff flied to Fitzpatrick. (Continued on Page 2.)

### PRESIDENT WON'T MAKE OMAHA TRIP A STUMPING TOUR

Long Branch, N. J., Oct. 3.—President Wilson was ready today for his first invasion of the middle west since the campaign opened. He will leave here tonight for Omaha, going by way of Philadelphia and Chicago. He will speak in Omaha, Thursday night, returning to Shadow Lawn, Saturday morning.

Although many requests for the president to speak enroute to Omaha had been received, no arrangements for his addresses have been made. He will travel in a private car and only the regular short stops will be made. He is adhering strictly to his determination not to turn the trip into a campaign tour.

### Plumb Aids Women To Get Out of Car

Arthur E. Plumb, of Trumbull, former deputy sheriff, a clerk in the City Savings bank, a passenger on the train, was in the second, or smoking car. He with other passengers heard the violent whistling of the engine as it approached the crossing and felt the brakes on the train. The first jolt as the train struck the horses and wagon was followed by a swerve to the siding and a violent impact which sent persons in the smoker sprawling about the seats and aisle.

The men went from the car to find the wreckage ahead. Mr. Plumb aided in getting the panic stricken women from the car.

### REICHSTAG MEETS OCT. 11

Amsterdam, Oct. 3.—The Lokale Amsterdamer of Berlin says the resumption of the sittings in the Reichstag, adjourned after the delivery of Chancellor Von Bethmann-Hollweg's speech until October 5, has been postponed until Oct. 11. The postponement is said to be due to the fact that work of the committees is not proceeding as rapidly as had been expected.

### Behrens Children on Train

Miss Katherine Behrens, sister of F. W. Behrens, Jr., the Fairview avenue marketman was among those on the train. She was bringing Mr. Behrens' three children from their summer home in Trumbull to Bridgeport for school. They were uninjured, though greatly upset by the shock.

### CAUSES WHICH LED TO DOUBLE COLLISION

Stationary freight cars strung along the east and west tracks, both north and south of Hall street, at Housatonic avenue, prevented engineer of train from seeing teamster and vice versa, until within 100 feet of each other. Absence of flagman or crossing tender at scene to warn of train's approach.

Report which is being investigated by Coroner Phelan, that air-brakes failed to work on train. Wrecked coal team, thrown against signal arm, switched local onto spur track, resulting in collision with stationary freight train.

### DOOMED DRIVER SEEMED TO PRAY, AVERS OBSERVER

Ex-Special Policeman Edward Callahan Eye Witness of Fatal Accident

Edward Callahan, for many years a special policeman, an eye-witness to the accident described the scene today in the following words:

"I was coming from my home at 33 French street to the city yards. I was standing about 100 feet north of the Hall street crossing on Housatonic avenue. Green, driving his truck seemed to come from Housatonic avenue. He was coming along lazily and started to cross the tracks.

"The engineer of the train which was coming down the tracks seemed to see him for he blew his whistle and continued to blow the danger signal. Green kept right on crossing the tracks. Suddenly he seemed to wake up in astonishment. If he had kept on going he would have been saved. But he began to pull his horses back with both lines. As the train approached to within five feet of the team, Green stood up on his little platform. Both hands were extended upwards as if in prayer but the lines were clasped tightly in his left hand. He seemed like a man who had lost all sense of his surroundings and was awaiting death.

"The horses were stuck on their haunches and raised into the air before they hit the freight train standing on the left siding. One was instantly killed and never moved. The other sat on its haunches and then fell back and died.

"Green went right up into the air and was hurled about 30 feet. He struck the left side of the freight train, ahead of the passenger and then rolled to the tracks where the passenger train again hit him and threw him to the side of the embankment. There he lay flat on his back, dead.

"The train took the sliding to the right and rushed at what I should judge a speed of 30 to 35 miles an hour, until it struck the end of the freight train to the right of the main line tracks. The engine toppled over into the street and the fireman and engineer crawled out. There was a dense wall of cement dust over the whole scene about a minute afterwards.

Truckman on a Rickard truck had a narrow escape from death as he jumped out of the way as the toppling engine came down on his truck.

"My instinct after long years as a special policeman was to aid the women and children who seemed stunned by the experience. All of them were helped from the train seemed to complain of pain in their knees. They were thrown to the floor violently as the train came to a standstill. Later they disappeared in confusion, after they had sat on nearby steps and porches.

The train which left New Milford was due in the Bridgeport station at 7:35 and was 7 or 8 minutes late. As it approached within 100 feet of the railroad crossing at Hall street, the coal team, drawn by two valuable white horses, loomed up in view.

The engineer jammed on his brakes and madly blew his steam whistle but Green was too late to turn back. The locomotive bore down on him just as the team was half way across the tracks, passing from west to east, striking midway between the horses and the front of the coal car.

Green was thrown south on Housatonic street 50 feet, his legs, arms and back broken, and his head crushed in. The horses were hurled to the east of the tracks, a distance of 40 feet, landing against a stationary freight train, and were killed instantly.

By a strange freak, the wagon, lifted into the air by cowcatcher of the engine, landed on the signal arm of the switch, turning the switch and shifting the passenger train from the main track onto the freight siding.

Grinding beneath its wheels the forward wheels of the coal team and carrying them along with the train, the brakes seeming to fail to stop its flight, the locomotive 400 feet south on the spur track, ripped through a freight car filled with bags of cement.

It seemed to carom off the freight car, rear itself in the air and then plunged into the street. The nose of the engine, burying itself in the ground at Housatonic avenue, brought the train to a stop with a bump that wrenched loose the platforms of the two passenger coaches and the two baggage cars, which comprised the total number of cars attached to the locomotive.

The tender of the engine half on the tracks and half suspended in the air, still held to the locomotive although

Wagon Tossed By Locomotive Throws Switch in Path of Train, and Sends Speeding Locomotive Crashing Into Standing Freight Car—Coroner Phelan Probes Condition of Air Brakes That Permitted Train to Proceed Long After Accident.

LOCOMOTIVE FALLS FROM VIADUCT WALL UPON TEAM; DRIVER LEAPS TO SAFETY

Crew of Wrecked Train Sticks Bravely to Posts—Many School Girls and Women Commuters Thrown Violently About Passenger Coach When Derailed Car Bumps Over Sleepers—Fireman, Unconscious, Dragged From Locomotive Cab, By Engineer.

Bowling along at an untold speed of 40 miles an hour, the New Milford accommodation train, snuffed out the life of Edward Green, a teamster, hurled two horses he was driving a distance of 50 feet through the air, killing them instantly, ploughed into a stationary freight train and ended its mad career, by dashing clear of the rail, into the middle of Housatonic avenue, 6 feet below, at 7:42 this morning.

Burying its nose into the street, after hitting and smashing a team in mid-air the train was stopped with a violence that threw the 150 passengers pell-mell out of their seats, 500 feet south of the crossing at Housatonic avenue and Hall street.

The commuters, most of them women, and school children bruised and panic stricken fought with one another to escape. Pandemonium reigned, children fainted, men rushed madly to escape by the nearest doors, and screaming women, tore their clothing, bereft of reason by the impact of the double collision.

Pedestrians and nearby residents summoned to the scene, assisted in aiding the passengers to alight from the cars. They were taken to nearby houses, where after a rest and the administration of restoratives, they were able to continue to their various destinations.

Robert Mack Burns, of 86 Fourth street, East Bridgeport, the engineer of the train and his fireman Harold E. Hennessy, of 28 Cottage street, Danbury, both of whom with the other members of the crew had been working nearly 15 hours, stuck to their posts and went over the viaduct with the locomotive.

The hiss of scalding steam, seemed to bring the dazed engineer to his senses. Burns, who escaped serious injury, grasped hold of his prostrate fireman and dragged him from the cabin, in an unconscious condition suffering from bruises, which raised lumps as big as eggs on his head, a lacerated thigh, and bruised body. He was removed to his home for medical attendance.

Thomas Hixson, driver of a double horse wagon, who was just pulling up to the demolished freight car to obtain a load of cement, escaped death in a remarkable manner.

Noting with amazement the passenger train speeding down the spur track and realizing that a collision was inevitable he madly turned his horses in an attempt to go south on Housatonic avenue, and avoid being struck.

The horses seeming to comprehend their danger swerved over onto the sidewalk breaking the shafts, and galloped down the middle of the street. Hixson, who is employed by Chris Rickard, recovered his sense in time to see the locomotive in mid-air plunging straight at him. He leaped from the team just as the prow of the locomotive smashed the seat on which he was sitting into splinters. Bruised and badly shaken up when he struck the ground he was taken to the office of his employer.

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They picked him up, but declared the dead man breathed but a few moments after they reached his side. The contributing causes to the accident were immediately investigated by Coroner John J. Phelan, who is attempting to determine the truth or falsity of the report that the brakes on the train when applied, refused to work. There is no flagman stationed at this crossing, which is public property and over which hundreds of teams daily pass.

The fact that lives were placed in peril by the obstruction of the sight of teamsters and train engineers, south, as well as north of the scene of the accident, is receiving his attention.

Police lines were at once established under the direction of Lieut. Chas. A. Wheeler of the traffic squad, and Capt. John Regan, assisted by Sergt. Dan Poland, took complete police charge of the scene, later keeping all railroad officials from removing the debris under orders from Coroner

(Continued on Page Two)